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1. Civil aviation is to be supported vigorously as a reserve for the air force. There is a Yugoslav Air Association, which has at present 100,000 members. Of this number, 30,000 are model-builders, glider-flyers, parachute jumpers and trained pilots. This association has 13 centers, which handle the business of 65 flying schools and 280 aero clubs. The association has 635 gliders and powered planes available. Current use is being made of three types of gliders: Orao-1, Orao-2 and Orao-3.
2. The Technical Institute for Air is at Kraljevo, currently headed by Air Force Colonel Oljača.
3. There are four Yugoslav air divisions:
 - a. An attack division at Skoplje.
 - b. An attack division at Zagreb.
 - c. A fighter division at Ljubljana.
 - d. A light bombardment division at Novi Sad.
4. The commander at Batajnica (9 km north of Belgrade) is Air Colonel Enver Ćemalović. The political commissar there is Col. Nenad Drakulić. The commandant at the Zadar Airfield, which handles civilian traffic only, is Toma Kovačević.
5. On 21 May 1952, Marshal Tito gave new flags to several bombardment regiments in a ceremony at Batajnica, where one of the regiments is stationed.
6. There is great activity at the Ljubljana Airfield. Three satellite fields

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have been set up at Pragersko, Kranj and Celje. Five meteorological observation stations serve this field. These are at Celje, Dravograd, Velika Gorica, Maribor and Planinica. At each station there are constantly on duty one subaltern and three men. The following personnel is on duty at Ljubljana Field: six engineers, 16 technical officers, two meteorological officers, four meteorological subalterns, two medical officers, five enlisted medical personnel, 60 mechanics, 20 persons in technical service, 20 administrative personnel, 15 in the building section. There is also a security and guard company with three officers and 150-160 men, commanded by 1st Lt. Vlahović (fnu). There are three officers and 45-60 men in the communications company. The transport company has two officers and 120 men. The photographic unit has one subaltern and 10 men. The transport company has 50-55 trucks of various types.

7. The aviation industry is being increased. Line production began in 1947 and 1948 with the "Aero-2" plane. Later the "Trojka" transport plane was produced and then the 212 and 213 machines. Finally production was begun on the S-49 fighter, to replace the obsolete Russian YAK-3.
8. The engineer Bešlin (fnu)¹ planned the two-motored planes 214 and 215; these are transports for airborne troops. It is said these are now in line production.
9. The Zmaj Aircraft Factory is at Zemun, under Air Engineer Col. Marković (fnu). The Ikarus Aircraft Factory is at Belgrade. Its director is Col. Blažo Marković; secretary of the management council is Branko Pešić; president of the management board is Dušan Brizić; Communist Party secretary of the factory is Milija Radosavljević.

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[redacted] Comment: Probably identical with Major Dragoljub Beslin, reported [redacted] as having planned the Pioneer plane, which was produced at the Ikarus Aircraft Factory.

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